

FINE SCORES IN RIFLE PRACTISE FOR SCHOFIELD

Third Battalion of 1st Infantry
Finishes Work on New
Range

(Special Star-Bulletin Correspondence)
SCHOFIELD BARRACKS, June 15.—The Third Battalion of the 1st Infantry is the first battalion of that regiment to finish their rifle practise on the new range.

Pvt. Joseph A. Boucher of Company I obtained the highest score in the battalion, making a total of 266.

All of the companies obtained high percentages of qualifications, Company K just missing the 60 per cent mark. The men winning badges are as follows:

COMPANY I	
Expert Riflemen	
Pvt. Joseph A. Boucher	266
Pvt. Frank Rensky	257
Sharpshooters	
Sgt. Theodore Pahl	242
Sgt. George E. Howell	239
Cpl. Charles J. Martin	231
Pvt. Frank Johnson	231
Pvt. Joseph Moucha	228
Pvt. James M. Petrel	224
Pvt. Arthur E. Russell	223
Pvt. John Shollis	220
Pvt. William E. Webster	214
Marksmen	
Sgt. Jesse B. Patch	221
Cpl. Herbert C. Sullivan	204
Pvt. Willie F. Ayres	211
Pvt. Frank Barton	225
Pvt. Bradley Combs	216
Pvt. Harry Gaggenehmer	223
Pvt. Osborne L. Hall	229
Pvt. Matthew E. Huser	224
Pvt. Ignace H. Jencyk	211
Pvt. Korzenovsky	214
Pvt. William F. Kwieciak	205
Pvt. John Mikas, Jr.	203
Pvt. Howard Moran	221
Pvt. Peter Pankhard	218
Pvt. Francis J. Riley	237
Pvt. John H. Rush	209
Pvt. Charles G. Swanson	206
Pvt. Charles N. Tanner	209
Pvt. Frank J. Zigmont	216
Pvt. Clarence Reihner	211

COMPANY K	
Expert Riflemen	
Cpl. John Roberts	255
Cpl. Henry T. Smith	255
Pvt. Charles Burden	258
Pvt. Nandor Mattias	251
Sharpshooters	
1st Sgt. Melvin L. Crisp	247
Sgt. Sqn. Owen Place	246
Q.M. John Mahon	246
Sgt. Charles E. Harshman	243
Sgt. Alex. Stone	243
Cook Roy Hollerbach	243
Musician Leroy V. Davis	239
Pvt. Henry Berts	245
Pvt. John Howard	239
Pvt. Harry Murphy	240
Pvt. Charles Simmen	239
Pvt. Frank J. Zinner	246
Marksmen	
1st Lieut. F. L. Whitley	234
2d Lieut. V. V. Enyart	202
Sgt. Edward Larsen	229
Sgt. Justin L. Davis	236
Sgt. John L. Lane	205
Cpl. Charles E. Ford	215
Cpl. Herbert Culver	237
Cpl. George A. Davis	237
Artificer William J. Beatty	237
Pvt. Lee D. Adkins	236
Pvt. Charles E. Bouchman	236
Pvt. Grover C. Ballow	236
Pvt. Andrew J. Blevins	234
Pvt. Joe Burk	237
Pvt. Albert L. Carara	221
Pvt. Loman Cochran	209
Pvt. Ernest B. Gilman	217
Pvt. Robert H. Harp	207
Pvt. William P. Hutchinson	217
Pvt. Heddy Healey	207
Pvt. Paul Kellam	208
Pvt. Hansell B. Kethley	235
Pvt. Virgil M. Lyles	232
Pvt. Robert Moore	232
Pvt. Harry N. McCandless	231
Pvt. Joseph T. Middour	221
Pvt. John P. Murphy	233
Pvt. George W. Nuncy	226
Pvt. Claude J. Manning	220
Pvt. William Mason	222
Pvt. Michael E. McGowan	219
Pvt. John O'Dough	218
Pvt. John J. O'Donnell	237
Pvt. Willie E. Parson	206
Pvt. Stanley Petrovich	220
Pvt. James I. Potter	231
Pvt. Rosa R. Richardson	211
Pvt. Herman Rohmann	227
Pvt. Carole R. Simmons	221
Pvt. Fred Spink	208
Pvt. Frank Smith	222
Pvt. Willard J. Thaxton	225
Pvt. Nathan B. Williams	203

COMPANY L	
Expert Riflemen	
3d Lieut. Walter M. Robertson	256
Cpl. John W. Smith	254
Pvt. Charles Barnett	253
Pvt. James Doss	250
Pvt. John H. St. Clair	252
Pvt. Daniel B. Wright, Jr.	250
Sharpshooters	
1st Lieut. Harry S. Malone	245
Sgt. Herbert M. Schoenfeld	238
Pvt. Robert Beck	241
Pvt. Thurman Bentley	241
Pvt. Herbert E. Grover	251
Pvt. Gust F. Hollie	252
Pvt. Erby Shell	245
Pvt. Sterling Tindle	238
Marksmen	
Sgt. Bert J. Braham	216
Cpl. John E. Teale	228
Musician Santo Vazzano	233
Pvt. John Q. Adams, Jr.	202
Pvt. Harry Aldrich	205
Pvt. Wade A. Bennett	212
Pvt. A. Blankenbickler	220
Pvt. Karl A. M. Carlson	207
Pvt. Herbert J. Cross	212
Pvt. Lawrence Gill	205
Pvt. Joseph Gulewick	223
Pvt. John F. Huggins	223
Pvt. James J. Kenny	203
Pvt. Edward Kinney	213

COMPANY M	
Expert Riflemen	
Sgt. Harry Whyte	255
Sharpshooters	
Cpl. Warren	250
Pvt. Peyser	250
Sgt. Walwright	244
Sgt. Isyak	242
Cpl. Rowan	241
Pvt. Halcomb	238
Pvt. Humphreys	238
Marksmen	
Musician Wilson	247
Pvt. Blankenship	237
Pvt. Jacobson	236
Cpl. Finch	235
Pvt. Dunlap	235
Artificer Stulle	234
Pvt. Mamer	234
Sgt. Sprague	232
Pvt. Bush	232
Pvt. Tuszynski	232
Sgt. Scully	231
Pvt. Rabowski	229
Pvt. Henkel	226
Pvt. Jenkins	228
Sgt. Fessenden	227
Pvt. Hovden	226
Pvt. Porter	226
Pvt. Harris	226
Pvt. Labokin	225
Pvt. Yahn	225
Pvt. Feeder	224
Musician Boutlett	224
Cpl. Sloan	224
Pvt. Milstein	222
Cook Naborowski	231
Pvt. Spiegel	231
Pvt. Shoemaker	219
Cpl. Crawford	219
Pvt. Steadman	218
Pvt. Jackson	216
Pvt. Collins	213
Pvt. Gadze	213
Pvt. Thompson	213
Pvt. G. Wilson	213
Sgt. Morrison	210
Cpl. Sandlin	210
Pvt. Hayes	210
Pvt. Pyron	210
Pvt. Spain	208
Pvt. W. S. Myers	207
Pvt. Wolf	206
Cpl. Petkoskie	205
Pvt. Branscum	204
Pvt. Rubel	204
Pvt. Zuydwight	203
Pvt. J. W. Woods	202

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Expert Riflemen	
3d Lieut. Walter M. Robertson	256
Cpl. John W. Smith	254
Pvt. Charles Barnett	253
Pvt. James Doss	250
Pvt. John H. St. Clair	252
Pvt. Daniel B. Wright, Jr.	250
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Pvt. James J. Kenny	203
Pvt. Edward Kinney	213

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Expert Riflemen	
3d Lieut. Walter M. Robertson	256
Cpl. John W. Smith	254
Pvt. Charles Barnett	253
Pvt. James Doss	250
Pvt. John H. St. Clair	252
Pvt. Daniel B. Wright, Jr.	250
Sharpshooters	
1st Lieut. Harry S. Malone	245
Sgt. Herbert M. Schoenfeld	238
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When Your Eyes Need Care
Try Marine Eye Remedy

TAX EACH CRATE OF PINES THREE CENTS FOR FUND

(Continued from page one)

scheme and voice their opinion.

"If the other homesteaders do this then we will have smooth sailing," declares Mr. Longley. "With such a fund in existence it will mean that the growers and the marketing division will not have to borrow money to get the fruit on the market. It would be a credit to the homesteaders from the fact that they would be financing their own scheme."

"Then, when the division begins getting its 10 per cent commission from the pineapple sales, the fund would soon amount to enough to carry on the business and it would not be necessary to hold back the returns on the pineapples."

Further impetus has been given the new scheme at a meeting of Alea homesteaders, at which representatives of the marketing division were present. It is suggested by some of the Alea growers that the division use the returns received from the sale of Alea pineapples and not make any payments to the Alea homesteaders until the division is in a position to get along on its commissions and until it is able to meet all bills for freight and overhead charges.

A meeting of Wahawa homesteaders will be held soon, probably on Sunday, at which time the new scheme will be explained to them. Mr. Longley, Leslie Clark of the College of Hawaii, and Fred Makino will attend.

Mr. Longley points out that there are no territorial or federal funds available for sending a man to Chicago to establish a market, and that there probably never will be any.

"It looks now as though the homesteaders will have to dig up the money for the first few shipments, and then charge that up to the general expense of marketing for the year, and pro rate the expense right down to the crate," he says. "For instance, a man who ships 50 crates would pay twice as much as the man shipping 25 crates."

"The only way that this can be done is to have a man go to Chicago and establish a market or make a contract similar to the one made by Mr. Thurston."

Mr. Longley says that the Honolulu Sugar Company has offered to allow the Alea homesteaders the use of the plantation's railway siding at the end of the homestead road for loading and unloading their pineapples. The company also has offered to switch the cars free of charge.

Don't forget special lectures for benefit of Lehi Home next Monday and Thursday evenings of next week, at University Club. Dean C. Worcester to lecture. Absorbingly interesting topic, illustrated by slides. Dean Worcester is one of the men who have been an honor to the American flag in the Philippines.

Pvt. Ernest A. Matthews	210
Pvt. George A. Moore	215
Pvt. Frank Mergis	205
Pvt. John Nastran	207
Pvt. Walter Roper	228
Pvt. Harry Rosenwald	215
Pvt. Edward Schumacher	236
Pvt. Albert J. Seibert	230
Pvt. George Smith	219
Pvt. Harrison Smith	210
Pvt. Justin H. Smith	222
Pvt. Frank J. Stachowiak	217
Pvt. Wilber M. Stokes	206
Pvt. Henry J. Walsh	204

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When Your Eyes Need Care
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THINKS FOREIGN SHIPS WILL STEER CLEAR OF U. S. PORTS

R. P. Schwerin Describes One
Probable Effect of the New
Seaman's Bill

By R. P. SCHWERIN
Vice-President and General Manager,
Pacific Mail Steamship Company.

After a two years' struggle between the labor leaders interested in trade both ashore and afloat and the shipowners, ship managers and agents, the Seamen's Bill became a law on March 4, 1915. During the hearings before the house committee on the merchant marine and fisheries, many men interested in American steamers in the coastwise trade appeared before that committee for the purpose of stating their views as to how the different requirements of this proposed legislation would affect their actual operations.

It is doubtful whether any set of men were ever subjected to a more brow-beating cross-examination than these gentlemen, whose only desire was to frankly and freely tell the members of Congress forming this committee exactly what their troubles might be should the bill become a law. There have been some sensational charges in regard to lobbying in Washington, but few lobbies ever had such force and power and the unlimited freedom of speech and conduct as the labor lobby looking after the interests of this bill.

It was apparent to the gentlemen who appeared before this committee in behalf of the steamship interests that their connections with this American enterprise on the high seas were highly commendatory and that their past history was filled with riotous greed over the brutal treatment of their employees, the loss of life at sea, the destruction of property which they controlled and operated, and, above all, it was shown to the satisfaction of some of the cross-examining lawyers, members of the committee, that they knew absolutely nothing about their business. In fact, one gentleman, a member of Congress, on cross-examination, developed to his own satisfaction that the more free freight and passengers a steamer carried the greater would be the steamer's loss, and, therefore, by partially filling the ship with a cargo of life-boats, cutting down the number of passengers, thus limiting the passengers and cargo, the ship would be a money-earner; whereas, under previous normal conditions, she evidently was a money loser.

It was apparent that it was this kind of information that the committee sought and acted on, and, as a result, approved this law by the president of the International Seamen's Union.

Any uninformed person reading the title, which carries with it all the dignity of United States legislation, would naturally be impressed with the fact that here is something which is going to benefit, first, the American seaman, and, secondly, promote safety at sea. The legislation is now the law of the land and it remains to be seen whether anything but dire disaster will come out of these sounding phrases, which, words, represent so many better conditions. Abrogates All Treaties.

What has the United States Congress committed this nation to? It has instructed the president of the United States to serve notice upon all the maritime powers with whom we have commercial treaties that such treaties must be abrogated. They must be abrogated for this reason: that from the earliest time maritime law has provided that seamen were the wards of their nation and had to be cared for by the nation no matter in what part of the world they might become ill or indigent, and at all times were under the protection of their consuls. Marine hospitals were established and appropriations made to care for sick and injured sailors, and to return them to their home ports. In return the seamen signed articles, under such rules and regulations as were prescribed by his government to stay with his ship until the voyage was completed, and he was as morally and legally bound to stand by his contract as the owner and captain were morally and legally bound to stand by their contract with the seaman under the laws of his nation, which provided for the employment and protection of the seaman and for the protection of the property which he had shipped to safeguard and care for.

By this bill the United States says, "so far as the ports of this country are concerned, this shall cease and these contracts shall be of no force or effect and the moment a foreign ship enters a United States port, any seaman or the entire crew may go ashore, without the right of arrest and without the obligation to further fulfill their contract to return with the ship to its home port or to fulfill the voyage for which they shipped."

The argument put forward by the labor lobby on this point was to the effect that the American mercantile marine had been handicapped in its development by two conditions: first, the increased cost of building a ship in the United States; and, second, the increased cost of wage to the crew. The bill provides that the foreign seamen shall have the same wages as the American-born, by the simple device of having the men break their contract and come ashore, with or without the solicitation of the seamen's union's business agent, then they would reshuffle, perhaps on the same or another ship, at the going wages out of that port, and by this means the foreign shipowner would be compelled to pay higher, or American wages on his ships. In other words, the sailor's union, without a shadow of doubt, will use this condition of the law to persuade or compel foreign crews in American ports to leave their ships, remain under the jurisdiction of the union and reshuffle at the wage established and put in force by the union.

PACIFIC MAIL MANAGER PROTESTS NEW LAW



R. P. Schwerin, Vice-president and general manager of the Pacific Mail Steamship Company. He has protested often, against the "Seamen's Bill," which became law last March. Now the Pacific Mail is apparently planning to discontinue its service, Honolulu being cut out of the fall schedule.